THE LAW FOR SOME MOTORISTS

NOT ALL ARE FINED, IF THEY HAVE FRIENDS.

The More or Less Exciting Adventures of a Man Who Violated a Rule of the Road and Would Have Paid $5 if He Hadn't Had Friend to Speak for Him.

The high justice, the middle and the low exist in the Magistrates' courts and those who have been guilty of infractions of the motor laws or of the rules of the road are likely to taste of any one of the three sorts. Not so long ago that it is ancient history by now a man who drives an automobile was tooling through the park, that is to say, Central Park. He came to a long down grade stretch and prepared to coast, not paying attention to anything except the conversation of a young woman with him.

In the completeness of his absorption he failed to notice a mounted policeman who was walking his horse in the same direction. That is, he noticed him to the extent of realizing there was something ahead and pulled over to the left to pass by.

Came at once a shout from the policeman and the motorist stopped. The policeman asked the automobilist why he hadn't passed on the right side and the latter, nonplussed, couldn't get out a satisfactory answer. The net result was a summons to appear the next morning in court.

Now the motorist wasn't entirely without friends, although he didn't try to tell the policeman he'd have him broke or transferred. He simply used the telephone not long after the arrest. The next morning when he got to court he had a friend there waiting, as well as the policeman. The friend didn't have a chance to speak to the Magistrate before the case was called. The Magistrate read the complaint and then:

The Magistrate—What have you to say?

The Prisoner—I am accustomed in driving to pass persons or objects moving in the same direction, as I am on the left, and that is what I did here.

The Magistrate—We don't care to hear what your customs are. The question is, did you do wrong or were you in the right.

The Prisoner—The officer says I did wrong.

The Magistrate (huffy)—Officer, was this man on the right side of the road or on the wrong side?

The Officer—He was on the wrong side.

The Magistrate—Officer, were there many persons on the drive at the time?

The Officer—There were a great many, your Honor.

The Magistrate—Five dollars fine.

Follows business of whispering between the prisoner's friend and the Magistrate and a colloquy between the prisoner and the officer.

The Prisoner—You know there wasn't a soul besides us on the drive at the time.

The Officer—He means in the park.

The Prisoner—That's nonsense. He knows there are always persons in the park, except when it rains in the afternoons.

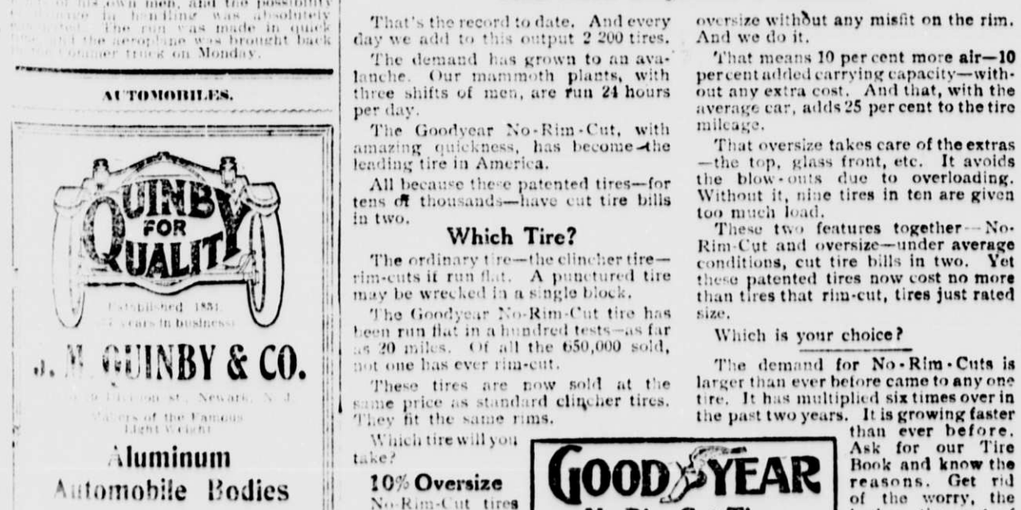
Meantime, the whispers have had their effect and the Magistrate asks the clerk if the fine has been paid. He discovers it has not been and the prisoner is dismissed, as also is the case.

The answer to the problem is merely that it makes a difference whose case is being tried.

COMMER TRUCK CARRIES AERO.

Ovington's Machine Transported to Bridgeport by Automobile.

Earle Ovington, who recently brought with him from Paris a Blériot racing monoplane fitted with a 70 horse-power Gnome motor, wanted to go for a three days exhibition to Bridgeport, Conn. Where an exhibition is to be given an aviator usually prefers to have his machine transported on land rather than risk it on a journey through the air. It was necessary to get the Blériot to Bridgeport on May 4, as the exhibition began on Friday. To crate it and ship by freight with the cartage at both ends would have meant a serious delay to say nothing of the several handlings. Arrangements were made with Wyckoff, Church & Partridge of New York for the use of one of their Commer trucks to do the work. In a few hours the big man-carrying flyer was transported from Mr. Ovington's hangar at Mount Park to Steeplechase Park, Bridgeport, Conn., accompanied by the two mechanics in his employ. In this manner the monoplane was never out of the sight of its own men, and the possibility of injury in handling was absolutely eliminated. The run was made in quick time, and the aeroplane was brought back to the Commer truck on Monday.



AEROPLANE TRANSPORTED BY MOTOR TRUCK.

IF THE INNER TUBE PINCHES.

Advice for the Motorist in This and Other Cases.

"A few words about avoiding delays and expense resulting from carelessly fitting inner tubes may be of interest," says Bibendum. "When fitting a tire if the tube is pinched between the bead of the envelope and the rim the invariable result is the explosion of the tube. Such explosion usually forces the bead out of the clinch of the rim at the point where the rupture occurs. The inference is then drawn immediately that the envelope did not fit properly in the first place, but this is probably not true.

"It is more than likely that two thicknesses of inner tube have become pinched under the toe of the bead and that this trouble prevents the bead from fitting properly at that point. The inevitable rupture of the tube will naturally occur at the sharp fold in its surface just below the toe of the bead. This rupture will permit the air to escape with explosive force between the outside of the bead and the inner surface of the clinch, and this explosion will drive the bead out of the rim at that point.

"The trouble was not that the envelope was off size, which is seldom the case, but with the careless way in which the tube was fitted. Explosions as described will sometimes occur when the car is standing in the garage. In order to avoid pinching of the inner tube between the rim and the bead the tube should be powdered well with talc before placing it inside the envelope and it should be pushed inside the envelope carefully after mounting the first bead, but before fitting the second bead.

"After the second bead is fitted turn wheel slowly. If any projection or unevenness of the envelope is noted take hold of the envelope with the left hand, the palm near the bead, pushing the outer side of the envelope toward the car. Then with the thin edge of a spur lever lift the outer bead and push it slightly toward the centre of the rim. If any of the inner tube is visible it is not in proper position.

"In this event push the thin part of the lever under the bead and force the free end of the lever downward to release the bead at that point. Then let the bead settle back in position, being sure that the pinched tube has released itself. If the tube cannot be seen at that point continue the examination all around the wheel. Be particularly careful in examining that portion of the bead fitted last."

The proper care of tires and tubes is discussed in the instruction book sent free on request by the Michelin Tire Company of Milltown, N. J.

GAPS IN SPARK PLUGS.

They Should Be Less Wide in Magneto Ignition, Says Splitdorf.

"Many motorists are unaware that the 'gap' between the points of a spark plug plays an important part in the proper functioning of the automobile," says C. F. Splitdorf. "There is a difference in size of the gaps in using batteries or magneto. It is necessary that small gaps be used on spark plugs if the car is to run on a magneto, for the reason that when the car is running slowly the magneto is running slower than normal and possibly may not generate enough current to jump the gap if it is too wide.

"It is very necessary to have the spark plug gaps as near the same distance as possible. Many owners complain of the magneto because it will not throttle down when oftentimes it is placed in such a position on the car that it gets too much oil or the owner oils it when it is unnecessary. Oil is not a non-conductor and short circuits the current which should go to the spark plugs."

ATTENDING TO TIRES.

Diamond Rubber Company Man Sees Signs of Great Attention.

The average motorist is giving more attention to his tires this year, according to C. A. Braden of the Diamond Tire forces. "We know this to be true," says Mr. Braden, "because the majority of motorists who have written us this year have asked not only for our book of tire instructions but have put up to us experiences of their own and asked for specific advice. It wasn't so very long ago that we had almost to plead with motorists to give their tires the care they deserved.

"Briefly, for Diamond tires or any other tires, keep them pumped up to eighteen pounds for each inch of cross section under a normal load. If your car is overloaded keep your tires full and round under the maximum weight. Repair small cuts and injuries before they can get larger. Other points may be of some consequence, but the essence of the whole tire instruction book is in the two points named."

ENGLISH CHAMPIONSHIPS.

Larner Reappears and Wins Seven Mile Walk—Scott's Fine Ten Miles.

The English seven mile walk and ten mile run took place a little over two weeks ago at Stamford Bridge, London, the feature of the fixture being the reappearance of G. E. Larner, the Olympic champion walker, after a rest of three years. This time Larner represented the Highgate Harriers. There was considerable speculation about Larner whether or not he would show his form after such a spell of retirement. He showed that the rest did not interfere with his speed, for he won by about seventy yards from his nearest opponent, and his method of progression was never once questioned. After a couple of miles had been left behind the Olympic champion took the lead and stayed there to the finish. His time of 52 minutes 8 seconds is the second best ever recorded for the championship and thirty-one seconds by the championship mark made by Webb a couple of years ago. Following are the times and positions of the first nineteen:

Pos.	Name and Club.	Time. M.	S.
1	G. E. Larner, Highgate H	52	8
2	W. G. Yates, Salford H	52	21 2-5
3	H. V. L. Ross, Middlesex W. C	52	45
4	A. H. Pateman, Herne Hill H	53	0 3-5
5	H. T. Norris, Birmingham W. C	53	10 1-5
6	J. J. Lynch, Polytechnic H	53	13 1-5
7	W. H. L. Owens, Herne Hill H	53	53 1-5
8	G. R. J. Withers, Railway C. H	54	9
9	D. Trotter, Ashcombe A. C	54	41 1-5
10	W. Hehir, Herne Hill H	54	56 1-5
11	C. E. J. Gumo, Railway C. H	55	32
12	W. W. Hawkes, Polytechnic H	55	32 1-5
13	S. C. A. Schofield, Surrey W. C	56	23 2-5
14	H. Evans, Belgrave H	56	43 1-5
15	T. C. Habishaw, Queen's Park H	56	51 2-5
16	J. Butler, Polytechnic H	56	57
17	G. H. C. Manning, Surrey W. C	57	1 2-5
18	E. W. Emerton, Middlesex W. C	57	4
19	H. Swabey, Vegetarian A. C	57	30

The field for the ten mile was rather small, but that feature was more than counterbalanced by the quality of the contest. The winner was W. Scott of the Broughton Harriers, who, it will be remembered, ran such a sensational race against Sergt. O'Neill last year. Scott was hoping that O'Neill would turn up this year, as the Broughton man has been very anxious to get a crack at the Connaught Ranger ever since. From the very start Scott was his own pilot and he moved along at a nice even gait. At three miles he was twenty-four and a fifth seconds in front of his nearest opponent, and from that to the end he gradually drew further away and finally won by about 600 yards. Following are the times for the first nine:

Pos.	Name and Club.	Time. M.	S.
1	W. Scott, Broughton Harriers	53	26 2-5
2	A. S. D. Smith, Brighton and Co. H	54	16 2-5
3	E. Massey, Tipton H	54	46 1-5
4	H. Brooks, Highgate H	55	3 2-5
5	W. J. Tucker, Reading A. C	55	25
6	J. Marsh, Tipton H	56	2
7	F. Bushell, Aston H	56	13
8	E. Catt, Eastbourne A. C	56	17
9	G. F. Piper, Ashcombe A. C	56	24

Rambler Plant Growing.

Two additions to the plant of the Thomas B. Jeffery Company, manufacturers of Rambler motor cars at Kenosha, are to be made. A new addition to the drop forge shop is now in course of erection, while ground was broken this week for a building, 60 by 200 feet, to be devoted to the finished car department. Just 22,750 square feet of floor space will be added.

Ninety-four per cent. of all Rambler parts are now made in the Kenosha plant. The addition to the drop forge shop is to provide for the making of new forgings for the 1912 output. Rambler sales for 1911 have slightly exceeded those for 1910, in spite of the fact that every month in 1910 showed an increase of about 40 per cent. over the same period of the year previous. The factory is being enlarged to take care of the facilities for the making of parts rather than for an increased output, as the Rambler output has for the last three years been limited to 2,500 cars.

Abbott Car in Matamoras.

MATAMORAS, Mexico, May 13.—The Abbott-Detroit Bull Dog and its crew are enjoying a week of Mexican fiesta with all the trimmings in this old town. From an automobile standpoint this part of the republic is not adapted for motor car touring. The route to the city of Mexico is not only bad, but as eighteen or twenty bridges over the deep mountain gorges and streams have been burned by the insurrectos the date of arrival in the city of Mexico is problematical, and if the guerrilla warfare continues the trip may have to be abandoned. The car has done 28,500 miles so far.

Race for Staten Islanders.

The St. Paul Athletic Club of Stapleton, Staten Island, will hold its annual road run on Memorial Day. The race will be run over a six mile course from Stapleton out into the country in the vicinity of Dongan Hills. Besides this event there will be an invitation run of 220 yards. The club will hold invitation runs every Sunday during the summer. These runs will start from the clubhouse. Silver cups will be the prizes offered by the St. Paul A. C. to the club having the most points.

DARTMOUTH'S TRACK TEAM.

Coach Hillman Has Worked Wonders With Wearers of the Green.

HANOVER, N. H., May 13.—Under the careful watching of Coach Hillman the Dartmouth track team is fast rounding into shape for the New England championships and the big intercollegiates. As a result of the victory over the Harvard runners last Saturday the confidence of the Green supporters has risen, and although the most that Dartmouth can hope on the 27th at Cambridge is to be among the runnersup everything points toward a victory in the New Englands, which will be held on May 13 at Springfield, Mass.

In the sprints Russell, '11, is the star, followed closely by Wilkins, '11. Last Saturday Russell beat out Capt. Foster of Harvard in both the sprints, winning the 100 in 10 2-5 seconds and the furlong in 22 3-5 seconds. Steinert, '12, and Gardner, '13, are the choice for the quarter mile. Both men have covered the distance in 50 seconds, they are rather new at the running game and may be able to improve greatly before the two big meets. Sanderson, '11, in the half mile; Noyes, '11, and Palmer, '11, in the mile, and Clark, '12, and Ball, '13, in the two mile present the weak part of the Green team. Sanderson has been credited with a record of less than 2 minutes in his event, while Noyes has covered his distance in 4 minutes 35 seconds, but there will have to be some marked improvement before Dartmouth will become a serious factor in the middle or long distance runs. Smith, '12, developed last week into a champion hurdler when he easily defeated Lewis of Harvard, covering the 120 yards in 15 seconds and the 220 in 26 4-5 seconds.

The mainstay of the team, however, comes in the field events. First there is Tilley, '13, who can throw the sixteen pound hammer over 150 feet. Then there is Capt. Holdman, '11, ex-national pole vault champion, who holds the college record at 12 feet. Buch and Wright, both sophomores, are also good vaulters and are each credited with 11 feet 9 inches in practice. In the high jump Enright and Mason, another sophomore pair, have each cleared the bar at 5 feet 11 inches, while the first named and Buck have done over 21 feet in the broad jump. Lovejoy, '11, and Luhman, '13, are Coach Hillman's shotputters. Neither is a wonder, but Lovejoy did 40 feet 6 inches last Saturday and Luhman can do 40 feet. The discus is taken care of by Joyce, another second year man, who has recovered from a glancing blow he received from the hammer while practising his event last week. Joyce is credited with a heave of 130 feet and should capture his event if he can get into form.

The Harvard victory has started such enthusiasm at Hanover that over 300 students will go to Springfield on Saturday in the hope of seeing their team carry off the cup for the New England intercollegiate track meet.

Big Entry for Parkway Meet.

Nearly one hundred horses have been entered in the four early closing $1,000 purses for the subscribers' meetings of the New York and Parkway Driving clubs, which will be held at the Parkway track the week beginning August 8. The Parkway purse for 2:24 trotters has the greatest number of entries, having thirty-six named. Twenty have been named for the New York purse for 2:16 trotters, seventeen for the Ocean purse for pacers in the 2:25 class and twenty-four for the Speedway purse for 2:15 pacers. Eight purses of $400 each will be announced later.